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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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DOSO Organization

1. The DOSO (Dobrovolna Organizatsiya za Sudeystvie na Otbranata; Voluntary Organization to Facilitate the Defense) is under the joint administration of the Ministry of Defense and the DSNM (Dimitrovski Soyuz na Narodnata Mladezh; Dimitrov's Union of the People's Youth). The organization is also under the control of the Bulgarian Communist Party and cooperates with Soviet organizations of a similar nature.
2. The central administrative offices of the DOSO are located in Sofia. Chief of the central committee is Major General Dobri Terpeshev. Air Colonel Doncho Dimitrov, Ganchev (fnu), and Air Captain Yosifov (fnu), are also members of the central committee. Dimitrov is an inspector of flight training and author of a text on flying (see paragraph 17 a).
3. In the Okrug centers, there are okrug, okoliya (for the okoliya whose center is in the same city) and city DOSO administrative offices. In the okoliya centers, there are okoliya and city administrative offices. There are DOSO offices in some of the large villages.
4. DOSO membership is open to anyone. Most of the members are students and young factory workers. Those who wish to take any of the courses offered by the DOSO must simultaneously be members of the DSNM.
5. Those who are only members of the DOSO receive no benefits. Those who attend courses are admitted to the related branch of the military forces when they are inducted. Those completing the driving course are issued amateur driving licenses.

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Burgas DOSO Organization

6. The chief of the Burgas Okrug DOSO is Dolapchiev (fmu). Dimo Karabakhchiev and Khristo (lmu) are members of the Burgas Okrug DOSO central committee.
7. Nikolay Zhizhev is the chief of the Burgas City DOSO Committee. Until late 1952 he was Dolapchiev's assistant in the okrug committee. Until late 1952, Khristo Koradov was the chief of the Burgas City DOSO Committee. Stankov (fmu) is an inspector and Zapryanov (fmu) is a supply official in the city committee. Both of these men are natives of Burgas. Delanchiev (fmu)¹ is a DOSO "secretary" probably of the Burgas city committee.

DOSO Courses

8. The DOSO sponsors the following activities:
 - a. Marine Section (Morsko Dyalo); instruction is given in rowing, sailing, operation of motor craft and naval pattern making;
 - b. Automobile Section (Avto-Motor Dyalo); instruction is given in motorcycling, automobile driving and tank driving;
 - c. Horsemanship Section; instruction is given in riding, jumping and general horsemanship;
 - d. Marksmanship Section (Strelkovo Dyalo); instruction is given in the use of all sorts of weapons; this section includes the air and chemical defense division (Protivovuzdushna i Khimicheska Otbrana) which gives instruction in defense against air attack and chemical warfare;
 - e. Radio, Wireless, Morse Code and Photography Section; instruction is given in these subject; and
 - f. Aviation Section (Vuzdushno Dyalo); instruction is given in gliding, parachuting, piloting engined aircraft, aircraft pattern making and aircraft mechanics.
9. DOSO members who are members of the DSNM may apply for any of the courses. All applicants must present a work or school certificate, baptismal certificate and, since 1952, a good conduct paper from their local Communist Party offices.

Burgas DOSO Sponsored Aviation Course

10. The DOSO offers a four-month theoretical and three-month practical flying course. During the theoretical course, classes are held between 6 p.m. and 10 p.m. every night except Saturday and Sunday at the Aero Club located at the corner of Aleksandrovskaya and Kont Androvandi Streets, next to the Burgas Okoliya Communist Party headquarters.
11. The teaching staff of the course which began on 15 January 1952 consisted of the following:

- a. First Lieutenant Yordan (mnu) Dobrev, chief of the Aero Club and instructor of aerial navigation and flight instruments;

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- b. Second Lieutenant Danail Todorov Chikov, instructor of the theory of aviation and flight instruments;

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c. Second Lieutenant Aleksandrov (fru), instructor of airplane engines for the first ten days of the course;

d. Starshina Lazar Petrov, instructor of airplane engines;

e. Senior First Lieutenant Georgi (Inu), chief of the meteorological station at the Srebovo Airfield and instructor of meteorology;

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f. Kiro (Inu), instructor of airplane construction for the first 10-15 lessons;

g. Ivan Raykov, instructor of airplane construction; instructor of the gliding section of the Burgas DOSO;

12. In 1951 a person wanting to enter the DOSO pilots course only had to present to the director of DOSO courses a certificate showing his class and school, or if not a student, place of employment together with an application which included biographical information on the applicant. A political reliability check was made through DSNM channels.

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in 1952 an applicant had to present a certificate from the People's Council showing his/her family's financial position and a baptismal certificate, and that political reliability investigations were then made through Communist Party channels.

13. Pilot candidates are given a physical examination in which every part of the body is checked, and a revolving chair is also used to determine vertigo. because there is an urgent need for pilots, the examination is cursory with the result that many of the students later have to drop out of the course for physical reasons.

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14. Applicants to the pilots course are given an examination consisting of short answer questions concerning general information as well as composition questions. Most of the composition questions concern Bulgarian history.

15. The only DOSO members who wore uniforms were members of the Aero Club who were issued blue serge trousers and battle jackets. They were supposed to have a cap. These uniforms were turned in at the end of the course.

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16. The curriculum of the course was as follows:

- a. Theory of aviation; taught one or two hours a night for a total of 250-300 hours; included sections on the laws of aerodynamics, airplane construction and the types and principles of various engines and propellers;
- b. Air Navigation; taught up to one hour a night for a total of 80-100 hours; included map reading, making corrections for weather conditions and other aspects of aerial navigation; no training was given in blind navigation;
- c. Airplane engines; taught for a total of 60 hours; students were taught the Siemens SH 14 A4 engine in detail and were shown parts of this as well as the Czechoslovakina "Walter" engines; nothing was taught about jet engines;

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- d. Flight control instruments; given 10 hours in all; demonstrations were given of the tachometer, speedometer, rate-of-climbing indicator, oil pressure gauge, manometer, artificial horizon and compass which were taken from old planes; other instruments were studied from pictures;
- e. Meteorology; given a total of 20 hours; included information such as winds, clouds, and pressure areas; and
- f. Airplane construction; given a total of 30 hours; included information concerning airplane design and airplane constructional materials.

17. The following texts were used in the course:

- a. Teoriya i Tekhnika na Letenato (The Theory and Technique of Flight) by Air Lieutenant Colonel (now Colonel) Doncho Dimitrov; published in 1946 or 1947; consists of about 500 pages the last part of which is about propellers and engines; not sold on the market but only through the DOSO Aero Club;
- b. Vozdushna Navigatsiya (Air Navigation) by an unidentified major and a captain; consisted of about 60-70 pages; was not issued to the students but kept in the Aero Club library as were the students notebooks on this subject;
- c. Samoletni Motori (Airplane engines); consisting of about 50 pages plus a supplement on the "Siemens SH 14 A4" engines; this book was only to be had in the library of the Aero Club;
- d. Meteorologiya (Meteorology) by Babikov (fnu), a Soviet; Bulgarian translation from the Russian original was used; about 100 pages in booklet form; not available on the market;
- e. Bordni Uradi (Flight Instruments), a small book used only by the classroom teacher;
- f. Kurs po Letatel'nata Praktika (Course of Practical Flying), used during the practical training course; consists of about 150 pages; describes flying techniques and details concerning "Siniger" airplanes; and
- g. Konstruktsiya Samoletov (Airplane Construction) in Russian at the Aero Club Library; consisted of about 500 pages and contained the constructional designs of all the Soviet planes; this book was forbidden to the students in the course.

- 18. At the end of the theoretical course, the students were given an examination. Of 56 boys and six girls beginning the course, only 18 boys and two girls completed it. Those passing it attended the practical course held from 3 June to 18 August. The course was begun at an abandoned German field called "Gerena" located eight kilometers northwest of Burgas and 1.5 kilometers north of the road to the hot springs on the edge of Atanasovo Ezero. It was moved to the Sarafovo Airfield as the Burgas-Stalin railroad was to bisect the "Gerena" field.
- 19. The students remained in barracks at the field. They paid their own maintenance and slept where they could find space. Flying was done between 5 a.m. and 10 a.m. and between 4 p.m. and 6 p.m.
- 20. The students were trained in dual control "Vrabche" and "Siniger" biplanes. These were replaced in 1952 by 3-4 "LAZ" type planes. The Vrabche planes were equipped with "Siemens SH 14 A4" engines, and the "Siniger" planes had "Siemens SH 14 A4" or Czechoslovakian 4-cylinder "Walter" engines.

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21. After receiving an average of six hours and twenty minutes dual training, the students were allowed to solo. They were only permitted to fly over the airfield and Banya village (N 42-37, E 27-24). They were instructed to land in the fields in case of emergencies or to go preferably to Telish or to Polikraishte field.

22. Prior to receiving their licenses, the students were supposed to make a cross-country flight.

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At each of these fields there is a DOSO organization. The cross-country flight was cancelled for unknown reasons. The students had 24-26 solo hours before receiving their licenses.

23. All of the graduates of the course were candidates to the "Georgi Benkovski" Military Aviation School. Their transportation to the Dolna Mitropoliya Airfield and maintenance while they were waiting to take the entrance examination was paid for by the Ministry of Defense. Students who had not completed their course requirements practiced flying "LAZ" type planes during this time.

24. After completing the course, graduates could continue their affiliations with the Aero Club and occasionally participate in cross-country "touristic" flights.

25. The records and addresses of those who have completed the course are kept in the Aero Club files and in the DOSO central office in Sofia.

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this is for reference in time of national emergency.

DOSO Parachutist Course

26. In the spring of 1949, the first DOSO sponsored parachutist course in Burgas. The course was started in the fall in an old gymnasium. Glasses were held every other night and were given by First Lieutenant "Stefan" Uzunov. Students received about 100 hours of training.

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27. The students went to the Stara Zagora Airfield to jump in September 1950. They jumped from "Junker-52" planes. The instructor at Stara Zagora was Ganchev (fnu), who is also a member of the DOSO central committee. The jump master was Lieutenant Colonel Baydanov (fnu). The students made two jumps in September to complete the course.

28. an assistant instructor in the second course beginning in October 1950. Dima Karabakhchiev was the instructor. The students in this course were required to make three jumps, one jump with full pack, in order to graduate. They were supplied with wooden guns they were not trusted with real ones. two additional jumps in the fall of 1951 for pleasure. All jumps were made in the morning.

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Comments:

1. a "Delanchiev" whose signature appears on his DOSO card

2. This appears to be an unusually great distance especially as there are closer fields.

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